The China Mail.

Established February, 1845.

Vol. XLIII. No. 7535. 號一十月十年七十八百八千一英 HONGKONG, TUESDAY, OCTOBER 11, 1887. 日五廿月八年亥丁 Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 160 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—Amedei Prince & Co., 36, *Rue Lafayette, Paris*.

NEW YORK:—Andrew Wind, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinzen & Co., *Manila*.

CHINA:—*Macao*, F. A. de Cruz. *Swatow*, Queloh & Co. *Amoy*, N. Moylle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong & Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 188. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital	$7,500,000
Reserve Fund	$3,900,000
Reserve Liability of Proprietors	$7,500,000

Court of Directors.

Chairman—C. D. Bottomley, Esq.

Deputy Chairman—Hon. J. Bell Irving.

W. H. F. Darby, Esq.	Hon. A. P. McEwen.
H. L. Dalrymple, Esq.	S. C. Michaelsen, Esq.
W. H. Forbes, Esq.	J. S. Moses, Esq.
H. Hoppius, Esq.	Hon. F. D. Sassoon.

Chief Manager.
Hongkong,.....Thomas Jackson, Esq.

Manager.
Shanghai,.....Ewen Cameron, Esq.

London Bankers.—*London and County Bank.*

HONGKONG.

Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

Notices of Firms.

NOTICE.

THE PARTNERSHIP existing between Mr. Kenneth Douglas Adams and Mr. James Lyon Playfair Sanderson, at Foochow, Canton, Macao and London, under the Style of BIRLEY & Co., EXPIRED on 28th February last through effluxion of time.

Referring to the above Notice, the BUSINESS at Foochow, is being carried on by Mr. James Lyon Playfair Sanderson, under the Style of

SANDERSON & Co.

Foochow, September, 1887. 1835

NOTICE.

MR. RATANJI SORABJI TALATI will SIGN the Name of our Firm from this date.

E. N. MEHTA & Co.

Hongkong, October 1, 1887. 1919

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ld.

Hongkong, May 3, 1887. 854

Auctions.

FOR SALE BY PUBLIC AUCTION.

THE FRAME HOUSE lately occupied by the European Foremen engaged in the Tunnel Works at Wong-nei-chung, and situated in the Wong-nei-chung Valley Road, a short distance above the Tunnel outlet.

THE HOUSE

is 62 feet long by 33 feet wide; Wide Verandah, Wooden Sides and Frame Work Braced with Iron, Tile Roof and Brick Out-Offices; and the whole of the Materials which are in a good state of preservation, will be Sold to the Highest Bidder by Public Auction, to be held on the Spot,

at 4 p.m. on the 17th of October,

1887, subject to the following Conditions:—

The whole of the Buildings, Cook-houses and Coolie Quarters are to be completely Removed within one month from date of Auction.

Broken Bricks or Tiles may be levelled on site or placed in neat heaps as may be directed, if the Purchaser does not take them away.

No damage must be done to Trees around site, and unnecessary injury to the Public Road will have to be made good by the Purchaser.

Cash on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 10, 1887. 1981

Intimations.

POLICE NOTICE.

WHEREAS cases of Rabies have recently occurred, and Ownerless Dogs are a great source of Danger to the Public, Owners of Dogs are warned that any DOG found straying or wandering about during the day-time without an Owner, and not wearing a Collar with the Name and Address of the Owner inscribed thereon, is liable to be DESTROYED; and further, any Dog may be destroyed which shall be found straying or wandering about between the hours of 10 o'Clock at night and gun-fire in the morning. (Ordinance No. 14 of 1845, § IV.)

As a general rule, Dogs seized under the above provision will be detained for Three Days, at the expiration of which time they will be destroyed. Should any Dog that has been so seized, be Claimed by his Owner, a Fee of Three Dollars will be charged.

T. C. DEMPSTER,
Major,
Acting Captain Supt. of Police.

Police Office,
Hongkong, 6th October, 1887. 1955

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock-Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
Voigtlander's Celebrated BINOCULARS and TELESCOPES.
Ritchie's Liquid and other COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS
—AND—
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at *very moderate prices.* 742

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,

35, Wellington Street,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

Diploma in Paris in 1884.

Hongkong, October 1, 1887. 1925

BRITISH NORTH BORNEO.

GOVERNMENT NOTIFICATION.
No. 64.

TO SHIP-MASTERS, SHIPPING AGENTS, &c.

WHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to British North Borneo find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of Ships and Steamers:

It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby authorised to pay such orders.

By the Governor's Command,
L. B. von Donop,
Government Secretary.

Sandakan, 6th August, 1887.

THE Printed Orders referred to in the above Notification can be obtained from us,

GIBB, LIVINGSTON & Co.,
Government Agents.

Hongkong, September 14, 1887. 1785

Business Notices.

LANE, CRAWFORD & Co.

Have Just Received

New Consignments

of the following:—

THE 'LAMP BELGE,' TABLE AND HANGING LAMPS giving a Light equal to 40 standard candles at a cost of less than a farthing per hour.

SEVERAL PRETTY DESSERT AND DINNER SETS, AND FAIRY LAMPS.

TOILETS SETS AND TOWELS.

Also,

SUTTON'S English and CALCUTTA FLOWER AND VEGETABLE SEEDS.

HOES, SPADES, RAKES, TROWELS AND SYRINGES.

Ladies' GARDENING SETS, &c.

LANE, CRAWFORD & Co.

Hongkong, September 20, 1887. 1829

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW HATS

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS, in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,
MILITARY and FELT HELMETS, and
TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1964

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7 P.M.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
Wines, Spirits and Malt Liquors of the very best quality only.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.
EX GLENGARRY.

FIRST DELIVERIES OF
AUTUMN AND WINTER DRESS MATERIALS,
Prices from 15 Cents per Yard.

A SPLENDID ASSORTMENT OF
CHEAP BALL DRESS MATERIALS.

W. POWELL & Co.

Victoria Exchange, September 29, 1887.
(*TELEPHONE* 21). 1907

Intimations.

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

FIRST MORTGAGE OF $300,000.

THE above Company is now prepared to Receive TENDERS for the LOAN to it of $25,000, to be secured as a First Mortgage, with other sums on the Company's Property.

The Money will be required on the 20th Instant, to remain on Mortgage to the 20th April, 1889, for certain, with the Company's option of retaining it for a further period of 12 months. No Tenders will be entertained at over 6½ per Cent. Interest per annum, and the Company does not bind itself to accept the lowest or any Tender.

For further information, apply to

L. HAUSCHILD,
Secretary,
Hongkong Hotel Co., Ltd.

Hongkong, October 4, 1887. 1943

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all Members of the Community are invited to Co-operate with the Jubilee Committee by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,
J. H. STEWART-LOCKHART,
Honorary Secretary,

Hongkong, September 15, 1887. 1796

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'Clock (noon) on SATURDAY, the 29th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 29th Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, October 8, 1887. 1963

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Lately Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to Missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

Intimations.

NOTICE.

THE Annual General MEETING of THE HONGKONG JOCKEY CLUB will be held at the City Hall, on WEDNESDAY, the 12th October, at 4 p.m.

By Order,

Hongkong, October 10, 1887. 1978

NOTICE.

GEO. SMITH,
WINE MERCHANT,
SHANGHAI.

Agents:
NORTON & Co.,
Marine House, Queen's Road.

Hongkong, October 1, 1887. 1918

THE PUNJUM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that ALL CALLS on the SHARES of the Company due on the 3rd June, 1887, together with INTEREST thereon remaining unpaid, are Required to be PAID forthwith. And further, that if all such Calls be *Not Paid* on or before the 31st October instant, the Directors will proceed to FORFEIT the SHARES in respect of which such Calls are due, in pursuance of the Articles of Association of the Company.

Dated this 5th October, 1887.

A. O'D. GOURDIN,
Secretary.

1949

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, Queen's Road.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received:—

'I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 981

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Niobe*, Captain Peaff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 11th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Inst., at 10 a.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, October 10, 1887. 1979

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Pemptos*, Captain Johannsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai, unless notice to the contrary be given before 4 p.m. To-day.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 10, 1887. 1976

Shipping.

Steamers.

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(*Passing through the* INLAND SEA.)

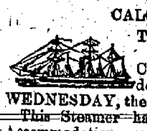
The P. & O. S. N. Co.'s Steamship *Teheran* will leave for the above places on WEDNESDAY, 12th October, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 24, 1887. 1866

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.



The Co.'s Steamship *Tuisang*, Captain Davies, will be despatched as above on WEDNESDAY, the 12th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1887. 1944

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Lombardy* will leave for the above places on WEDNESDAY, the 12th Inst., at 3 p.m., instead of as previously advertised.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 7, 1887. 1961

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Port Adelaide*, F. West, Commander, will be despatched for the above Port on the 12th Instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 8, 1887. 1972

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

Captain Hunter, will be despatched for the above Ports on THURSDAY, the 13th Instant, at Noon.

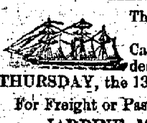
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 10, 1887. 1977

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.



The Co.'s Steamship *Kwongsang*, Captain Sellar, will be despatched as above on THURSDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 6, 1887. 1951

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Ajax*, Capt. Jackson, will be despatched as above on THURSDAY, the 13th Instant.

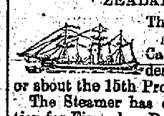
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1887. 1968

THE GIBB LINE OF STEAMERS.

FOR SYDNEY MELBOURNE AND ADELAIDE.
(*Calling at* PORT DARWIN, *and taking through Cargo for* QUEENSLAND PORTS, TASMANIA, NEW ZEALAND, *&c.*)



The British Steamer *Sikh*, Capt. Scotland, will be despatched as above on or about the 15th Proximo.

The Steamer has excellent Accommodation for First-class Passengers.

Fare to Sydney or Melbourne, $150.

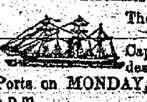
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, September 30, 1887. 1911

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(*Calling at* PORT DARWIN, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.*)



The Steamship *Tannadice*, Capt. H. Craig, will be despatched for the above Ports on MONDAY, the 17th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, October 8, 1887. 1966

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI *VIA* SWATOW.
(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Kutsang*, Captain Jackson, will be despatched as above on FRIDAY, the 14th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 10, 1887. 1973

FOR SHANGHAI *VIA* AMOY.
(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Anchises*, Captain Lipage, will be despatched as above on FRIDAY, the 14th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 6, 1887. 1956

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Moyune*, J. S. Hogg, Commander, will be despatched as above on or about the 14th October.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

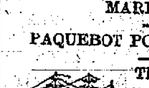
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, September 30, 1887. 1917

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.



The Co.'s Steamship *Natal*, Commandant Such, expected here on Wednesday, will be despatched for SHANGHAI, KOBE and YOKOHAMA shortly after her arrival.

Hongkong, October 7, 1887. 1960

NAVIGAZIONE GENERALE ITALIANA
(Florio & Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to
ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), AND GENOA.

Also to MARSEILLES, all Mediterranean, Adriatic, Levantine and South American Ports, up to Callao. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Bormida*, Captain Dagnino, will be despatched as above on SATURDAY, the 15th Instant, at Noon.

At Bombay, the Steamers are discharging in Prince's Docks.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, October 3, 1887. 1967

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Telemachus*, Captain Jones, will be despatched as above on WEDNESDAY, the 19th Instant.

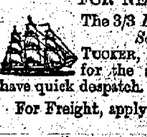
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 10, 1887. 1980

Sailing Vessels.

FOR NEW YORK.



The 3/3 *L.I.I.* American Ship *South American*, Tucker, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, October 6, 1887. 1953

FOR SAN FRANCISCO.

The 3/3 *L.I.I.* German Barque *Melusine*, C. Meiburger, Master, will load here and will have quick despatch.

For Freight, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 8, 1887. 1971

WASHING BOOKS.
(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price $1 each.

China Mail Office.

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Metapedia*, Captain Purvis, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 10, 1887. 1975

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfinlas* having arrived from the above Ports, Consignees of Cargo by her and by the Steamships *Erin* and *Canada* from NEW YORK, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-DAY, the 10th Instant.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 10, 1887. 1974

Prospectus.

TRITON INSURANCE COMPANY, LIMITED.

(Incorporated in Calcutta under the Indian Companies' Act of 1882. Limiting the Liability of Shareholders to the Amount of their Shares.)

DATE OF FORMATION AS AN UNLIMITED PARTNERSHIP, A.D. 1850.

NOMINAL CAPITAL.....Rs. 22,50,000.

FIRST ISSUE 18,000 Shares of Rs. 100. Rs. 25 being paid-up, viz.:—
Rs. 5 on Application, and Rs. 20 on Allotment.

APPLICATION FOR SHARES will be received in Calcutta and London, and at the Branch Agencies of the Old Company.

Consulting Committee:

E. S. GUBBAY, Esq., of Messrs. ELIAS S. GUBBAY & Co.
J. E. D. EZRA, Esq., of Messrs. E. D. J. EZRA & Co.
L. A. LYALL, Esq., of Messrs. LYALL, MARSHALL & Co.
H. M. RUSTOMJEE, Esq.
Sir A. WILSON, of Messrs. JARDINE, SKINNER & Co. (Chairman).
Messrs. JARDINE, SKINNER & Co., CALCUTTA.

PROSPECTUS can be seen, and Application Form for Shares obtained of Messrs. JARDINE, MATHESON & Co., Hongkong.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 29, 1887. 1910

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

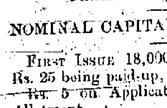
THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH's, and Mr. W. BREWER's.

Price ..... 50 Cents.

To-day's Advertisements.

FOR CAPE SAINT JAMES AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.



The Company's Steamer *Phra Chula Chom Klao*, Captain A. BENSON, will be despatched for the above Ports on THURSDAY, the 13th Instant, at 2 p.m.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, October 11, 1887. 1983

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 14th October, 1887, at 2 p.m., at the STAR HOTEL, No. 184, Queen's Road Central,—

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.,

comprising:—

TABLES, CHAIRS, SOFAS, PICTURES, CROCKERY and GLASSWARE, and BEDSTEADS. GASALIERS and GAS BRACKETS.
ONE BILLIARD TABLE with BALLS, CUES, &c.
BAR, BAR FIXTURES, and WINES.
&c., &c., &c.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, October 11, 1887. 1984

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 17th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially INVITED.

Hongkong, October 11, 1887. 1986

To-day's Advertisements.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fourteenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its HEAD OFFICE Hongkong, on THURSDAY, the 27th Instant, at Half-past Three o'Clock, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1886, and for the half-year ending 30th June, 1887.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board,

Acting Secretary.

Hongkong, October 11, 1887. 1982

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH, TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, rembarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, October 11, 1887. 1985

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

CLAN MACKENZIE, British ship, Capt. G. R. Harris.—Order.

ISAAC REED, American ship, Capt. J. D. Waldo.—Siemssen & Co.

SHIPPING

ARRIVALS.

October 11, 1887:—

Alwine, German steamer, from Macao.

Moskwa, Russian steamer, 2,244, Otto Radloff, Odessa September 8, General for Vladivostock.—VOLUNTEER FLEET ADM.

John M. Blaikie, British ship, 1,778, Faulkner, Cardiff June 29, Coal.—BORNEO CO., LIMITED.

DEPARTURES

October 11:—

Glenfinlas, for Amoy and Shanghai.
Sooch w, for Hoihow and Pakhoi.
Metapedia, for Yokohama.
Amphitrite, for Singapore and Bombay.
City of New York, for San Francisco.
Bokhara, for Europe.

ARRIVED.

Hei-cheong, for Bangkok.
Goliah, for Bangkok.
Danube, for Haiphon.
Hampshire, for Kobe and Yokohama.
Moskwa, for Nagasaki and Vladistock.
Kilburney, for Saigon.
Frej, for Haiphong.
Alwine, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

Per *Moskwa*, from Odessa, 27 Europeans in cabin, and 12 in steerage.

DEPARTED.

Per *Bokhara*, from Hongkong, for Singapore, Lieut.-Col. Hughes; for Penang, Mr and Mrs Morgan; for Colombo, Earl and Countess of Loudoun, Messrs Fitz Herbert and Mostyn; for Bombay, Messrs Trower and Harris; for Venice, Mr H. S. Smith; for Marseilles, Mr R. R. Westall; for London, Mr and Mrs J. P. Lidstone, Mrs Emerson and maid-servant, Mr and Mrs T. Latham and family, Miss A. Robinson, Messrs H. M. Bevis, H. Enicke and Anderson.

Per *Metapedia*, for Yokohama, 7 Japanese.

Per *Glenfinlas*, for Shanghai, Mrs Rippon.

Per *Amphitrite*, for Singapore, Mrs B. Webster, and Mr P. Geitz; for the Straits, 420 emigrants; for Bombay, 4 Indians.

Per *City of New York*, for Yokohama, Mr D. Sheart, and Mr Chas. Seymour; for San Francisco, 2 Europeans, and 171 Chinese.

TO DEPART.

Per *Hei-cheong*, for Bangkok, 50 Chinese.
Per *Danube*, for Haiphong, Messrs Targes, Dela Place and Pedro A. Marty, and 21 Chinese.
Per *Moskwa*, for Nagasaki, 27 Europeans.
Per *Kilburney*, for Saigon, 400 Chinese.
Per *Frejr*, for Haiphong, 3 Europeans, and 26 Chinese.
Per *Alwine*, for Hoihow, 80 Chinese.

SHIPPING REPORTS

The Russian steamer *Moskwa* reports: Had very fine weather and fair monsoon.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS & CALCUTTA.—
Per *Taisang*, at 2.30 p.m., on Wednesday, the 12th inst.

For STRAITS & BOMBAY.—
Per *Lombardy*, at 2 30 p.m., on Wednesday, the 12th inst., instead of as previously notified.

For SAIGON.—
Per *Vespasian*, at 5 p.m., on Wednesday, the 12th inst.

For SWATOW, AMOY AND FOOCHOW
Per *Thales*, at 11.30 a.m., on Thursday, the 13th inst.

For SHANGHAI *VIA* SWATOW.—
Per *Kutsang*, at 11.30 a.m., on Friday, the 14th inst., instead of as previously notified.

For CAPE ST. JAMES & BANGKOK.—
Per *Phra Chula Chom Klao*, at 1.30 p.m., on Thursday, the 13th inst.

For STRAITS & BOMBAY.—
Per *Bormida*, at 11.30 a.m., on Saturday, the 15th inst.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Saghalien* will be despatched on TUESDAY, the 18th October, with Mails to the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING

THE FRENCH MAIL

The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure,—

5 P.M.—Money Order Office closes.
Post Office closes, except the NIGHT BOX, which is always open out of Office hours.

Day of departure,—

7 A.M.—Post Office opens.
10 A.M.—Registry of Letters ceases.
10.30 A.M.—Posting of all printed matter and patterns ceases.
11 A.M.—Mails closed, except for Late Letters.
11.10 A.M.—Letters may be posted with Late Fee of 10 cents until
11.30 A.M.—When the Post Office closes entirely.
11.40 A.M.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

HOURS OF CLOSING

THE ENGLISH MAIL

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure,—

NOON.—Money Order Office closes.
2 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 P.M.—Mail closed, except for Late Letters.
3.10 P.M.—Letters may be posted with Late Fee of 10 cents until
3.30 P.M.—When the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Teheran* leaves for N'saki, &c.
3 p.m.—*Taisang* leaves for Singapore, Penang and Calcutta.
3 p.m.—*Lombardy* leaves for Bombay, &c.
Port Adelaide leaves for New York.

Meetings.

4 p.m.—Meeting of Members of the H.K. Jockey Club at the City Hall.
8.30 p.m.—Meeting of St. John's Lodge.

General Memoranda.

THURSDAY, October 13:—
Goods per *Victoria* undelivered after this date subject to rent.

FRIDAY, October 14:—
2 p.m.—Auction of Household Furniture, &c., at the Star Hotel, No. 184, Queen's Road Central.

SATURDAY, October 15:—
Transfer Books of the Canton Insurance Office, Limited, closed from this date to 29th Instant, inclusive.
Claims against the *Metapedia* must be sent in to Messrs Russell & Co., on or before this date.

MONDAY, October 17:—
4 p.m.—Auction of House at Wong-nei-chung Valley Road.
Claims against the *Purvis* must be sent in to Messrs Russell & Co., on or before this date.
Goods per *Niobe* undelivered after this date subject to rent.
Goods per *Glenfinlas* undelivered after this date subject to rent.
Transfer Books of the Union Insurance Society of Canton, Ltd., closed from this date to 27th Instant, inclusive.
9 p.m.—Meeting of Perseverance Lodge.

THURSDAY, October 27:—
3.30 p.m.—Meeting of The Union Ins. Society of Canton, Ltd., at its Head Office, Hongkong.

SATURDAY, October 29:—
Noon.—Meeting of Shareholders of the Canton Ins. Office, Ltd., at the General Managers' offices.

A. S. WATSON & Co.,
LIMITED.

OUR NEW SEASON'S
FLOWER & VEGETABLE SEEDS
ARE
NOW READY FOR DELIVERY.

VEGETABLE PARCEL, price $7.50.
FLOWER PARCELS, $10 & $5.

SPECIAL FLORISTS' SEEDS in separate named varieties.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, September 20, 1887. 1831

The publication of this issue commenced at 7.35 p.m.

The China Mail.

[illegible] 11, 1887.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(Via Southern Line.)

DEATH OF THE SULTAN OF MOROCCO.—TROUBLE EXPECTED.

LONDON, 9th October, 1887.

The death is reported of the Sultan of Morocco, which it is feared will give rise to serious internal troubles, and several ships of war have been ordered to proceed there immediately to protect foreign subjects.

(From Singapore Papers.)

THE EMIN BEY EXPEDITION.

London, 3rd October.—Mr Stanley reports all well on twenty-fifth July.

FRANCE AND GERMANY.

Count Münster has informed M. Flourens that his Government intends taking measures with a view to making the situation on the Frontier less strained.

ITALY AND THE AUSTRO-GERMAN ALLIANCE.

Signor Crispi is visiting Prince Bismarck. This fact is regarded as the foreshadow of the entry of Italy into the Austro-German Alliance.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Victoria, H. Haarfager*, August 23; *Stentor*, September 16; *Kaisow, Guy Mannering*, 20; *Glenlyon, Patroclus, Pembrokeshire*, 23; *Jason, Titania*, 27; *Benvenue, Priam*, 30; *Deucalion, Ocwa, Iphigenia*, Oct. 4; *Dardanus, Glencaylee, T.*

HOMEWARD BOUND:—*Hankow*, Sept. 16; *Rothwell Castle*, 23; *Glenavon, Lord of the Isles*, 27; *Benlarig, Hector*, 30; *Agamemnon, Volga; Polyhymnia, Carmarthenshire*, Oct. 4; *Electra, Glenearn*, 7.

The steamship *Natal*, with the FRENCH MAIL of Sept. 9th, was to leave Saigon on Sunday, the 9th instant, at 5 p.m., and may be expected here on or about Thursday, the 13th inst. This Packet brings replies to letters despatched from Hongkong on July 28.

The O. S. S. Co.'s steamship *Anchises*, from Liverpool, left Singapore on the evening of the 6th instant, and may be expected here on or about the 12th inst.

The steamship *Japan*, from Calcutta, left Singapore on the 10th inst., and may be expected here on or about the 15th inst.

The O. S. S. Co.'s steamer *Telemachus*, from Liverpool, left Singapore on the 10th instant, and may be expected here on or about the 17th inst.

FREDERICK Filler and Buchanan Rudd, two sappers in the Royal Engineers, were brought before Mr Wodehouse, in the Police Court to-day, charged, on remand, with being drunk and disorderly on Sunday, and also with assaulting a boatwoman and destroying property of the value of $4. After hearing further evidence, the Magistrate dismissed the case.

THE recent fire in Gage Street seems to have been taken advantage of by a number of coolies for making an attempt at looting. Lui Lo, a chair-coolie, was brought before Mr Mitchell-Innes in the Police Court to-day, charged with being concerned with seven others in stealing three boxes containing clothing, belonging to a married woman named Chun Won Yau, and of the value of $30. The case was remanded.

NG ALI and Wong Ayau, marine hawkers, Luk Ateam and Luk Awong, marine store-dealers, the first two of whom were charged some time ago with stealing two bales of cotton yarn, of the value of $130, and the other two with receiving the stolen property, were again brought before Mr Wodehouse in the Police Court to-day. Mr Wilkinson appeared for the defence. After hearing evidence, his Worship committed the case for trial at the Supreme Court.

THE *Singapore Free Press* of the 4th inst. says:—We regret to say that the *Wasp* still remains unaccounted for on the 24th day after her departure from Singapore for Hongkong. From what we have heard from some who are competent to form an opinion, there is no probability in the theory that she may have gone bodily down in a typhoon. She is a new vessel, strongly-built, and, securely battened down, in bad weather, would be able to go through almost anything. But what is supposed to be probable, if the worst has happened, is that taking a course inside of the Paracels she may have met the typhoon there and been driven upon the reefs. In this event she would be beaten to pieces almost directly. It is to be remarked however that the *Cockchafer*, which left Hongkong to examine the neighbourhood of the Paracels, saw no sign of any wreckage. But the area to be covered by a proper search of the Paracels is extensive, and perhaps it would be as well if the whole available China squadron were to make a combined search not only of the Paracels but other portions of the China Sea where there is a chance of hearing of her.

THE appointment of the Hon. Frederick Stewart to the post of Colonial Secretary and Auditor General, has rendered vacant the position of Registrar General and Protector of Chinese. Almost the only likely aspirant to the position so ably filled by Dr Stewart was the present holder of the acting appointment, Mr Stewart-Lockhart; and we hear that this gentleman has been this afternoon sworn in as Registrar General and Protector of Chinese. So far as his knowledge of Chinese is concerned, Mr Lockhart will be able to perform the duties with credit to himself and satisfaction to the community. Touching the administrative duties of his office, the knowledge he possesses should stand him in good stead, and go a great way towards increasing his influence with the native residents. His recent action in regard to the detention of girls at the Tung Wah Hospital, although made the subject of caution from the Bench, showed that he was not afraid of responsibility in the execution of what he conceived to be his duty; and the result proved that a certain good had been accomplished. While congratulating Mr Lockhart upon his appointment, and expressing a hope that his relation with the leading Chinese residents may continue to improve, we cannot do better than commend to him, as models of officials who have preceded him in the office of Protector of Chinese, Sir C. Smith, Mr Justice Russell, and Dr Stewart.

THE Annual Regatta of the Victoria Recreation Club will this year be confined to two days instead of three, and the dates fixed are Thursday and Friday, the 15th and 16th of December. Mr Bellilios has come forward and offered a cup for competition, which it has been decided to give for an open race. The Ladies' Cross, it is desired, should be given for a four-oared race this year, if the proposal is agreeable to the wishes of the donors. Training will be commenced about the beginning of next month, and there has been some discussion as to the method on which it should be carried on. There seems to be a wish among some of the members that the Club should revert to the former mode. This was that the crews for the Chairman's Cup only were chosen to begin with, and had practice for that race alone for about a month, after which the crews for the other races were chosen. It is thought that in this way the men will get into better form than otherwise, and that it will improve the rowing more than if they were to go out night after night behind different strokes. Other members, however, are in favour of adhering to the system that has been in vogue for the past few years, namely, that of practising on different nights of the week for the different races. The question has not yet been definitely settled, and we understand that until some decision has been arrived at in this matter the entry-list will not be posted in the Club. The Committee are desirous of meeting the wishes of the majority of the members, and, as Mr J. H. Stewart-Lockhart, the Hon. Secretary, stated at a recent meeting, personal views in regard to the subject must be sunk in favour of the general wish of the Club. Steps are about to be taken to ascertain whether that wish is in favour of retaining the present system or not. There is plenty of new blood in the Club this year, and there is every prospect that the Regatta will be as great a success as it was last year—and one can hardly hope for greater success, for it was admitted on all sides that there never was a more successful Regatta than that of 1886.

SPEAKING of the new College of Medicine for Chinese which has just been inaugurated, our Portuguese weekly contemporary, the *Extremo Oriente*, of the 8th instant comments thus:—'But what will be the result of it, and what benefit will the public reap from it? To the people, non-Chinese, there is no benefit, and as to the Chinese, will they accept the innovation and give up their quackery? Allow us to doubt of it. In the meantime, if the Institution is of any benefit at all, it will not certainly be so to true medical science, nor to Hongkong, or to England herself. Time will show. We do not think the opinion of our Portuguese contemporary is worth much. The writer evidently has a sneaking belief in the quackery he speaks of, and may be safely classed along with those who are always ready to prognosticate failure of every generous movement for the advancement of science or the amelioration of the lot of mankind. The *Extremo Oriente's* English news is generally a hash-up of the matter that has appeared in the *Daily Press*; and we suppose the writer in the small Portuguese weekly has taken his cue from the silly carping that appeared in the somewhat more ponderous English daily.

MR Wodehouse heard further evidence, at the Magistracy to-day, with reference to the charge against Mr William Houghton, late master of the S. S. *Geelong*, who is alleged to have caused the death of a Japanese by pushing him into the harbour. Mr Hastings (of Messrs Wotton and Deacon's office) was present for the defence. Inspector Bremner stated that on the 29th September, about 10.30 p.m., the third and fourth Japanese witnesses, accompanied by a clerk from the Japanese Consulate, came to the Central Police Station to complain about a man being thrown overboard from the S. S. *Geelong* by the Captain. Witness asked P.S. Macdonald to go on board and arrest the Captain. Sergeant Macdonald said he went on board the *Geelong* and saw the quartermaster, of whom he inquired about the Captain. The Captain came down off the poop and witness asked him if there had been any trouble on board the vessel that night. The Captain said a Japanese had been making some noise. Witness asked where the man was now. The Captain said he had fallen overboard, and, he believed, had swum to another ship. Witness asked how he knew that. The Captain said he did not know, but he thought the man had done so. Witness asked if anyone had tried to save the man. The Captain said he had done so, and pointed a mark on his trousers caused by reaching over the gangway. Witness then asked if he had heard what had been reported at the Central Police Station—that the man had been pushed overboard. The Captain admitted having pushed the Japanese, but said the man did not fall into the water in consequence of his pushing him.—Dr Marques stated that the body of the Japanese was admitted to the mortuary on the 5th instant. It was in an advanced state of decomposition. Death was probably the result of drowning. He could not distinguish the nationality of the man. There were marks on one of the arms that might have been tattoo marks.—The case was then committed for trial at the Supreme Court, bail in $1500 being continued. Mr Hastings said the defence would be reserved. He was rather in a difficulty, he remarked, about the defence; the chief officer, who was his most important witness, had gone to Japan with the *Geelong*, and it would be necessary to wait until the vessel returned.—The inquest on the body of the Japanese will be resumed to-morrow.

A SPECIAL telegram to the *Rangoon Gazette* dated 26th September states:—The *Bombay Gazette* understands that the condition of the Opium Revenue is causing some anxiety to the Government of India. The sales at Hongkong and Shanghai have for some time past been slow, and prices have given way, the chief cause of this being the high rate at which the internal transit duty has been commuted in the convention of August 1885. The competition of the native drug, at the same time, is becoming keener.

THE Amir of Kabul, in addition to having expressed his satisfaction with the settlement of the Boundary Question when the news was first made known to him, has since written in the most cordial terms thanking the Government of India for all they have done on his behalf, and acknowledging fully and freely the advantages likely to arise from his frontier having been actually laid down at last. During the whole time Abdur Rahman has been in power at Kabul, he has never shown himself so well content with the Government of India and their policy.—*Pioneer.*

THE last news of Ayub Khan is that his tracks were lost at a spring in the Dasht-i lut (Loi's desert), which seems to be part of the Salt desert south-east of Khaf. Apparently the party had been suffering from thirst. Reuter's recent telegram announcing Ayub's presence near Herat is doubtless a re-echo of the old news, and refers to his original appearance east of Yezdan. The latest advices from Herat, dating from the 11th September, state that all is quiet there.—*Pioneer.*

THE *Singapore Free Press* says:—The Chinese-owned steamer *Bandjermassin*, Capt. Davies, master, is after all the steamer which ran into and sank the prahu in Soerabaya on the 21st of last month. From the statement of Capt. Davies it appears that as he was leaving Soerabaya at about seven o'clock in the evening, he saw the launch *Bromo*, who showed both her side lights, but had no bright mast-head lights to indicate that she was towing another vessel. The prahu had also no lights. As the roads are very narrow, the *Bandjermassin* in steering clear of the launch ran into the prahu. The crew of the *Bandjermassin* saved three ladies, two gentlemen

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits	Lombardy (s)	Brookes	P. & O. S. N. Co.	October 12, at 3 p.m.
Bremen, and Ports of Call	Sachsen (s)	Jaeger	Norddeutscher Lloyd	October 11, at 4 p.m.
Cape St. James and Bangkok	Phra Chula Chom Klao (s)	Benson	Yuen Fat Hong	October 13, at 2 p.m.
London, via Suez Canal	Ajax (s)	Jackson	Butterfield & Swire	October 13.
London, via Suez Canal	Moyune (s)	J. S. Hogg	Arnhold, Karberg & Co.	About October 14.
Marseilles, Genoa, &c.	Bormida (s)	Dagnino	Carlowitz & Co.	October 15, at noon.
Marseilles, and Ports of Call	Saghalien (s)	Homery	Messageries Maritimes	October 18, at noon.
Nagasaki, Kobé and Yokohama	Teheran (s)	Seymour	P. & O. S. N. Co.	Oct. 12, at daylight.
New York, via Suez Canal	Port Adelaide (s)	F. West	Adamson, Bell & Co.	October 12.
New York	South American	Tucker	Russell & Co.	Quick despatch.
San Francisco, via Yokohama	Belgic (s)	Walker	O. & O. S. S. Co.	October 20, at 3 p.m.
San Francisco, via Yokohama	City of Peking (s)		Pacific Mail S. S. Co.	November 1, at 3 p.m.
San Francisco	Melusine	C. Mehlburger	Melchers & Co.	Quick despatch.
Shanghai, via Swatow	Kutsang (s)	Jackson	Jardine, Matheson & Co.	October 14, at noon.
Shanghai, via Amoy	Anchises (s)	Lapage	Butterfield & Swire	October 14.
Shanghai, via Amoy	Telemachus (s)	Jones	Butterfield & Swire	October 19.
Shanghai, Kobé and Yokohama	Natal (s)	Such	Messageries Maritimes	Quick despatch.
Singapore, Penang and Calcutta	Taisang (s)	Davies	Jardine, Matheson & Co.	October 12, at 3 p.m.
Swatow, Chefoo and Tientsin	Kwongsang (s)	Sellar	Jardine, Matheson & Co.	October 13, at noon.
Swatow, Amoy and Taiwanfoo	Thales (s)	Hunter	Douglas Lapraik & Co.	October 13, at noon.
Sydney and Melbourne, &c.	Sikh (s)	Scotland	Gibb, Livingston & Co.	About October 15.
Sydney and Melbourne, &c.	Tannadice (s)	H. Craig	Russell & Co.	October 17, at 4 p.m.
Vancouver (B.C.), via Yokohama	Abyssinia (s)	Marshall	Adamson, Bell & Co.	October 20, at 3 p.m.

SHARE LIST—QUOTATIONS.

October 11, 1887.

Stocks.	Nos. of Shares.	Value.	Paid up.	Position per last Report. Reserve.	Balance c. f. ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 3,000,000	$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	125 % prem., sellers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 200	£ 40	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 250, nominal
Yangtsze Insurance Company, Ld.	8,000	£ 2	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 102, sellers
Union Insurance Society Co., Ld.	10,000	$ 25	$ 25	$ 614,000	$ 314,012.96	$6½ p. sh. /85	$80 per share, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.3	$ 25	$ 600,000	$ 245,240 04	20 % p annum	$65½
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,400.00	10 % for 1885	$71, sales
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711 50	$ 125,771.20	8 % for 1886	$225 per share, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 328,567.46	$7.50 for '86	$375, nom.
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 612,500	$ 243,738.44	$ 6 for 1885	$78
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$19, buyers
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 7,713.40	...	$18, buyers
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$29, " ex div.
STEAMBOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	40,000	$ 2	all	$ *40,000 $ +100,000	$ 5,941 80	7 % half year June 30/87	203, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 115.13	8 %	par nominal
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.59	7 % for 1885	12½ % dis., sellers
60,000 shares issued	31,212	£ 10	£ 10	...	...	None	40 discount
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...		
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,492.91	6½ % for ½ yr. to June 30/87	66 % prem., buyers
HK. and China Gas Co., Limited	5,100	£ 10	all	£ 9,177.31	£ 1,527.31	10 % and 2 % bonus for '86	$130 per share, buyers, fully paid up
New Shares	1,900	£ 10	£ 7.1				
Hongkong Hotel Company, Lt.	3,000	$ 100	all	...	$ 678.94	$5 half year June 30 1887	$165 " ex div., nominal
3,000 shs. issued							
China Sugar Company, Limited	15,000	$ 10	all	...	$ 13,781.53	6 % for ½ year to June 30/87	$147, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 3,000	...	12 % for 1886	$50 " nominal
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 514.58	1 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ 29,303.18	None	$50 " nominal
Perak Sugar Cultivation Co.	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & Smelting Co.	5,000	$ 50	all	...	...	None	$10 " nominal
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$13½
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	149, sellers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$35 per share, buyers
A. S. Watson & Co., Limited	3,800	$ 100	all	$ 5,000	$ 2,730.00	13 % for 1886	65 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem.
LOANS.				Rates of Int.	Payable.		
Chinese Imperial 1884 B.	8,563	Tl. 500	all	8 %	June 16 & D. 1	...	6 % prem.
" " 1884 C.	3189	$ 500	all	8 %	Oct. 15	...	8 prem.
" " 1886 E.	...	T700,000	Tl. 250	7 %	March & Sept.	...	7 % prem., buyers

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

and a native. An enquiry into the accident was held, but was adjourned until the return of Captain Davies to Soerabaya.

The last report of the U.S. Bureau of Statistics shows that an increase of seventy million dollars in gold was made to the circulations of that metal in the States during the past year.

It was long matter of controversy in certain critical circles, remarks a Home paper, as to whether that ancient people spoken of in the Old Testament, the Hittites, ever really existed, but that dispute has for some time been considered settled in the affirmative, owing to recent discoveries and explanations. It has, however, been left for a recent explorer in the East, Mr Greville Chester, to demonstrate to us what sort of people they were, and from a seal of Hittite origin, which contains on it the figures of certain of that people wearing pig tails, it may be concluded that the Hittites were not unconnected with the heathen Chinee, again demonstrating for the thousandth time, that there is nothing new under the sun.

Dhulip Singh, says a London journal, is likely shortly to leave Moscow and Russia, the death of M. Katkoff having wholly altered his position. The great journalist was his sole reliance in Russia. It was by his advice that the Maharajah left France for Moscow, and it was due to his influence that Dhulip has been so well received. It is known that M. de Giers and the Russian Foreign Office formed a very different opinion as to Dhulip's influence in India or Afghanistan. They know that his day among even the Sikhs was past for ever, and that he was utterly useless in Central Asia for any purpose whatever. M. Katkoff alone believed in his power, and supported him. No other important person in Russia thinks him worth the cost of even a trifling pension, not to speak of the irritation that might be caused in England. Hence the Maharajah is expected to resume his wanderings very shortly.

There appear to have been altogether four candidates in the field for the right to work the ruby mines in Burma. These were Mr Streeter, the well-known jeweller, Mr Unger, representing a syndicate of which Messrs Rothschild were members, Messrs Ogilvie, Gillanders, and Company of London, represented by Messrs Gillanders, Arbuthnot, and Company, and the Exploration Company, Limited, of London, of which Messrs Leopold de Rothschild, Martin Ridley Smith, Dilwin Parish, and Herbert R. Magniac are members of the Committee. The report that Mr Streeter had been granted a lease of the mines has in fact some foundation, for it appears that a sort of agreement had been entered into by the Chief Commissioner of Burma to grant the lease to Mr Streeter, but this was eventually stopped by the Government of India and the Secretary of State.

The St. Petersburg Correspondent of the *Times* writes as follows on the 28th August:—The *entente cordiale* reported to be existing between Russia and France, which continues to be so effusively proclaimed and alluded to in a certain section of the Russian Press, has met with some strong observations from Prince Mestchersky, editor of *Grashdanin* ('Citizen'), a bi-weekly journal, published in St. Petersburg, and circulating principally among the upper classes. In a leading article on the subject the following powerful and insolent passages occur:—

'Away with a nation that does not believe in the Almighty, a nation incapable of defending itself, and which surrenders itself to an enemy in hundreds of thousands! A nation whose patriotism only exists in phrases cannot be the ally of the Russian nation.'

Further on the Prince declares that:—

'The Frenchmen of the present day are a depraved body, destined by fate to exhibit the spectacle of degenerated patriots. The present Frenchman is composed of nothing but words—everything is words; and in fact there are wanting in practice qualities, a superabundance of which is found in his words—manliness, bravery, patriotism, solidity, and sincerity.'

What will M. Déroulède and his friends say to this?

Fearful lest, since that well-graced actor Katkoff has left the stage of the *Moscow Gazette*, the eyes of the world should be idly bent on himself who follows, General Tchernaieff has apparently made up his mind that the best way to secure attention is to accentuate the peculiarities of his predecessor. This is the only way to explain the extraordinary article in which he expresses sympathy with the political doldrums of the vagrant Dhulip, and states that the people of India long for the Russians to deliver them from England's hated yoke. The late M. Katkoff loved us not, and would have been glad to see India hold out her hands and pray Russia to come and rule over her; but as he saw no signs of this happy consummation, he was too wise to risk the absurdity of such a statement as that to which his successor has hastened to commit himself. The 'people of India,' or at any rate those of them who make themselves most heard, grumble a good deal; but it is more because they think this is the proper way to educate themselves in 'politics' than that they feel any real hatred towards British rule. General Tchernaieff has made a mistake like that of the aspiring tragedian who starts by 'imitating Irving;' he has overdone it and produced a caricature.—*Pioneer.*

A correspondent writes in the *Standard* of 5th September as follows:—With regard to what is actually going on in the diplomatic world at this moment, I am indebted to one who is in a position to know for the following statement:—'Prince Bismarck is now labouring—and it cannot yet be said that his labour will prove in vain—to reconcile Russian greed with Austrian interests. To this effect he has revived the old proposal for a demarcation of the respective spheres of influence of Austria and Russia in the Balkan Peninsula, or, if needs be, the division of what still remains to Turkey in Europe between the two rival Empires. This proposal was solemnly refused in public speeches by M. Tisza, the Hungarian Premier, and by Count Kalnoky, the Foreign Minister of Austria, last year, and there was announced with equal solemnity an Austrian-Eastern programme that would admit of no Erneroth missions to Bulgaria, whether in an open or a disguised form. Matters must have materially changed in the meantime, otherwise the proposal could not have been revived. Some observers think the principle of the plan is no longer wholly rejected by leading persons in Austria who, it is said, now regard the question as one for discussion. It is also affirmed that a revolution has taken place in the minds of Statesmen in Hungary on the subject. Whether this is the case or not we cannot see before the Delegations meet towards the end of October. The meeting between Count Kalnoky and Prince Bismarck will have an importance equal to the meeting of the Chancellors at Reichstadt, and if an interview between the Russian and German Emperors follow we may expect further decisions of the greatest moment which will impart to the situation an entirely new aspect.'

A contract for what will be the largest river steamboat in the world has just been concluded with the A. & W. Fletcher Company, North River Ironworks, New York. The new boat, which is to be named the *Puritan*, is to be added to the fleet of the Fall River Line as a companion boat to the *Pilgrim*, which, up to the present time, has been the largest river steamboat in the world. The *Puritan* is to be larger than the *Pilgrim*, and is to have some improvements. She is to be 404 feet long at the water-line and 420 feet over all, or 30 feet longer than the *Pilgrim*, a length approximating the average of ocean steamers. She will be 52 feet beam and 9½ feet across the guards, and the depth of her hold will be 21 feet 4 inches, or 2 feet wider and 3 feet deeper than the *Pilgrim*. Her tonnage will be about one-third greater. She will have 355 state-rooms to the *Pilgrim's* 245, the extra 110 being obtained from the room saved by the feathering paddles, by the bigger hull, and by having a double instead of a single row of rooms on the gallery of the state-room hall. Her engine power will be about 42 per cent. greater, which, with the improved paddles, is estimated as perhaps equal to a 25 per cent. increase in speed. The *Pilgrim* has 5,300 horse power, and the *Puritan* will have 7,500. The hull is to be on the double-hull, bracket-plate, and longitudinal system, with the bottom divided into 50 water-tight compartments. In addition to these compartments, six water-tight bulkheads will extend to the main decks. The engines will be the largest of the kind ever built, and will also differ from those of the *Pilgrim* in being compound beam engines. Some of their dimensions will be:—High pressure cylinder, 75 inches diameter and 9 feet stroke; low-pressure cylinder, 110 inches diameter by 13 feet stroke. She will have eight boilers, constructed for a working pressure of 110lb. per square inch. The *Puritan* is to be completed in May, 1889. Her cost will approximate 1,500,000 dollars.—*Iron.*

THE CHINESE PETITION AGAINST THE PUBLIC HEALTH BILL.

The following is a rough translation of the Chinese Petition to the Secretary of State against the Public Health Bill:—

The petitioners are Hongkong Chinese merchants, shopkeepers and common people, who pray that you will be kind enough to strike out and amend certain clauses of the new Public Health Bill.

On the 23rd of September there was a Bill called the Public Health Bill passed by the Legislative Council. There are several clauses and sections of clauses in that measure which are most objectionable and which it is difficult to comply with. The merchants and shopkeepers were startled and the people were greatly frightened when they heard of the provisions of this Bill, and it is universally condemned. The people have cried out as if a calamity had befallen them. The rate-payers and property-owners, if this new Bill is enforced, will not be able to endure the disturbance that will be caused by it. The poor people will be greatly oppressed by those regulations, which will give rise to much trouble and waste of money. There will be no end of the evils that will follow in its train. The good impression that was made by the benefits conferred in the past by the Government of this Colony will all be forgotten and nullified by the enforcement of this measure. When this Colony was founded the Queen of England not only strove to treat her subjects at Home with gentleness but kindly remembered those that were far from her, and purposely sent out here Capt Elliot and Mr Bremner—at a time when people were not very anxious to come to the Colony—with her instructions to be kind and offer inducements to the people to come to the Colony and do their very utmost to make them comfortable. These two officials faithfully carried out her intentions and silently spread the beneficent influence of her rule. In February 1841 a Proclamation was made from which the following is an extract: You are all under our protection and your own customs and habits will be allowed to be the same as they were of old, and your people will not be interfered with in their forms and ceremonies, and no one will interfere with you in your houses (see *Government Gazette*, Feb. 1841.) We, merchants, shopkeepers, and common people have been mindful of this generous principle of Government, and we have encouraged one another to come to this happy island, and we were quite willing to become your subjects. From then till now is over 40 years; and during that time we have cut the hill and reclaimed the sea in order to increase the inhabitable land; and never during all that time have we suffered from any plague or epidemic. People live to an old age, and everywhere there are signs of prosperity and happiness. There is none of us who does not wish that this state of matters should continue and that there should be no disturbance or change. All at once and unexpectedly, however, the Government framed a set of regulations which will crush us severely and which must lead to the harassing of the Colony and the residents. The people feel that they cannot give adequate voice to their troubles; their feelings have been stirred and their minds shaken. We have already sent a deputation to wait on the Authorities, but no satisfaction was given to our feelings and wishes, even although the principal members and the leading merchants in the British community pleaded hard for us. In the Legislative Council the official members stopped their ears to what was said on our behalf. When the second and third reading of the Bill were proposed the unofficial members tried hard to make the Government yield. They said the provisions were absurd and nonsensical; but the six official members joined against them. Even when the Bill was in committee the unofficial members were nine times outvoted by the official members. The official members seemed most anxious to enforce this Bill and be hard upon us. We are all of us doing business in the Colony; our property and effects, everything belonging to us, is in the Colony. On the other hand the Government officials stay here but for a short time and they have no personal concern in these regulations. They do not suffer anything by them. How can they know our bitter troubles? Although we are not clever in political matters we are obliged to speak out now and let our feelings be known.

We have already been convinced, Right Honorable Sir, that you have a brotherly feeling and regard for the interests of others and always think of the welfare of the people, and we are sure you will feel for us and will amend or strike out these bad regulations, and we ever humbly pray &c.

The following are the principal objections to the regulations contained in the Bill.

Section III sub. sec. 4 (a). The objection to this subsection is that it will injure the labourers, pedlars and poor citizens, who, owing to the exorbitant house rents of the Colony, are compelled to live together several families in one house. There is even worse than this happens, as one room is often occupied by several persons. This is done not for the purpose of making money but in order to reduce the rent. Should these houses be called common lodging houses and be regulated by this Ordinance then every one of them will become lodging house keepers. This not only hurts their feelings but is unreasonable. Further, this Colony depends much on the labour of these classes, who, if they are afraid of being embarrassed by this new ordinance, will leave their work and go away, and new labourers will hesitate to come forward; and all this will do great injury to our trade.

Section IV. The unfavourable element in this clause is the mode of election of members of the Sanitary Board. As the object of forming this Board is to improve buildings and the sanitation of the Colony, and this is a matter which concerns more the ratepayers than any one else, it is only proper, therefore, that amongst the six non-official members of the Board there should be four elected by the ratepayers.

Section VI.—What is objected to in this clause is the mode of appointing the Chairman, the Vice-Chairman and the Secretary of the Sanitary Board. It should be a matter for the experienced and scientific members of the Board to consider and decide who are suitable or not for the duties of the office, so as to prevent the wrong man being appointed to the place.

Section XVI., sub-section 6.—The objection to this Section is the prohibition of letting the waste water into the side-channels. It is the habit of the Chinese to throw their washing-water into the drains—first, because it is handy and secondly because there is no harm or inconvenience in doing it; and it is exceedingly difficult to change their old habits. If once this section is enforced then every one of them will be law-breakers and fines will be imposed on them every day.

Section XVII—The difficulty in complying with this clause consists in the provisions with regard to the inspection of houses. 1st, The most objectionable thing to the Chinese is the disturbance in their bed-rooms and strangers looking at their wives and daughters. Even their best and intimate friends are very seldom allowed to see the women. 2ndly, The Chinese often go out very early to their business and come back late in the evening. Some perhaps go on business to the neighbouring towns and stay there for several days. 3rdly, The Chinese women are inexperienced, illiterate and have weak nerves. If an inspecting officer comes into the house and there happened to be no man in the family, they will get frightened and know not what to do. Besides, if once this clause is enforced there will be robbers, thieves and vagabonds—who will avail themselves of the opportunity of committing robbery, rape &c., by disguising themselves as an inspecting officer and pretending to inspect the houses. Even among the officers themselves it is impossible to say that every one of them will not presume on his power and take advantage of it to accomplish his vicious designs. And if their evil doings go to the extent of money extortions, impostures or robbery, then people would prefer death to life. Considering these matters, we all feel sad, resolute and cannot rest our heads upon our pillows during the night. The result would naturally be to remove our families to elsewhere. The people would then discontentedly disperse and the Colony would be deserted.

Section XXXII. The unsatisfactory element in this clause is the confusion of punishments. It would be well if it were altered to read 'shall be liable to a penalty not exceeding $2·0, or in default of payment to imprisonment not exceeding six months.'

Clause XXXVII. The difficulty in complying with this clause lies in this that it does not define what constitutes over-crowding and does not say in what time after a notice has been served a tenant will be held to have not complied with it. If the report of the inspecting officer of the Sanitary Board is to be entirely depended upon we are afraid that he will do what he pleases without due consideration. He might call a place over-crowded when it is not; and, if no limitation in time is to be clearly set forth, he might declare that the notice is not duly complied with a moment after it had been served.

Section XLVII.—The objection to this clause is this that it is required that 'no such waste-pipe or down-pipe shall be brought down any external wall or retaining wall when such wall looks upon any public thoroughfare.' According to the mode of construction of Chinese houses it would be very inconvenient indeed were the pipes constructed otherwise than they are at present. As they do not take much room nor do harm to any body, why should so much trouble be taken to alter the system? Besides, nearly all the Chinese houses are without any yard or backyard, but built back to back and in blocks. If no drains are allowed to be made in the house and yet no waste-pipe or down-pipe is allowed to be brought down any external wall, where is the water to be led? The section is absolutely nonsensical.

Clause XLIX. The objection to this section is that of giving too much power to the Sanitary Board. It would be quite sufficient if the Board superintended the work. If the work is left entirely to the Board or to persons approved of by the Board it is difficulty to say that this will not lead to a great deal of corruption and create a monopoly for the benefit of the Government contractors. Besides seeing the expense is to be borne by the ratepayers it is only reasonable that they should select their own contractors themselves. And why should the Board interfere too far?

Section LII.—The difficulty in complying with this section is that the public drains are too far from the houses. If the house drains could be joined to the public drains at a distance of 20 feet, or not exceeding 30 feet, then the work would not be very expensive and the ratepayers would be glad to do it. But before this section be enforced, the Sanitary Board should undertake, at their own expense, the work of bringing the public drains nearer to the houses.

Section LIII.—For the difficulty in complying with this section please refer to the remarks under Section 17. The inspection of drains is not a frequent affair; and therefore the inspection would not make much disturbance. But it would be more convenient if a notice were served on the landlord five or six days previous to the inspection.

Sections LXVII and LXVIII. The objections to these sections is that they would injure poor people. As their earnings are small and the rents they pay are exorbitant, several men often join together to take up one small room, or several families have to occupy a small house. And even should relatives or friends happen to come to stay with them they are obliged to live in this same room or house, as the case may be. The men, however, go out to work and come back at night. The women do the needle-work by the door and retire towards evening. Even late in the night most of the men would sleep on the sides of the street. Therefore they do not feel the house is overcrowded, and we never heard of their health being injured or of their suffering from pestilence. If each person is obliged to have 300 cubic feet then rents would be doubled. As their earnings are almost insufficient for their food how could they pay the increased rent? Although the rents of the houses at East and West Points are slightly lower, these houses are too far from the place where they do their business; and it is very hard and inconvenient for them to have to go backwards and forwards during the mornings and evenings. Once these clauses are enforced, every poor man must either reduce his food to make up the house rent or leave this Colony with his family at once. The natural consequence of this will be that we shall see starvation and misery increase daily and the industrious and economical people will be dispersed.

Section LXXIV.—The objection to this Section is that the Government ask too much. A plan of the house has first of all to be presented to the Surveyor General and his sanction received; and in the course of construction there is an officer who looks after the work, and he ought, if there is any departure from the plan, to point this out so that it may be remedied. Why should one wait till the building is constructed and then point out the faults? Can anyone say that there will be no extortion or bribery or no delay and obstruction?

The petition, as we have previously stated, was drafted by Dr Ho Kai and Mr Wyman. The printed copies have been sent round to all the shops and houses, and it is said that some hundred thousand signatures are expected.

CORRESPONDENCE.

THE RECLAMATION SCHEME.

To the Editor of the 'China Mail.'

Hongkong, 11th Oct., 1887.

Sir,—From the Resolution passed at the Meeting on Saturday last, the Marine Lot-Owners interested in Mr Chater's Reclamation Scheme do not seem to be happy yet. They did not specify what more they wanted, but simply stated that they 'do not as yet accept the Government's terms.'

It does not fall to the lot of everyone to have land offered him at $2 a foot for which he can get $15, and then express himself as not satisfied with the terms, especially when the amount of profit involved is millions of dollars.

I thought the Scheme was put forward mainly as a Sanitary measure, but the Resolution says nothing about that, unless the words 'from a general point of view' can be said to include it; but the Resolution does say clearly enough 'in their own interests an extension of the Praya seawards is very desirable.'

It is very satisfactory to know the particular point of view from which the Marine Lot-owners, headed by two Members of the Legislative Council, regard the Scheme.

And I would now only suggest that the Government should give the Ratepayers the chance which the Marine Lot-owners do not accept.

If the Government has the power to alienate the rights of the Crown, it can do so equally well in favour of the Ratepayers as of the Marine Lot-owners, for, in any case where the Crown has to resume possession of land for public purposes, it is bound by covenant to pay full and fair compensation, and I know no reason for preference being given to a few Marine Lot-owners.—Yours truly,

ONE OF THE PUBLIC.

THE PRAYA RECLAMATION AND LAND SALES.

To the Editor of the 'China Mail.'

Hongkong, Oct. 11th.

Sir,—There can be little doubt that H. E. the Governor will be struck with the very lukewarm interest displayed by the public in the proposed Praya Extension project, considering the vast cost such an undertaking must entail, and the amount of risk that will be run by the general body of taxpayers by its prosecution. I do not now speak of the possible (almost certain) loss that must be incurred by some Marine Lotholders, and by property-owners on the Queen's Road, especially on the Southern side. But the risk of the general body of tax-payers is this: that, in addition to the expense of the reclamation in front of roads and Crown property, they may be called upon to complete the work of portions, in cases where Marine Lot-owners are unable to meet their obligations, or in the event of the whole thing being swept away by a typhoon while in process of construction.

From the tone of the comments which pass freely around the Colony, it is evident that much of this lukewarmness may be accounted for by the widespread impression that the public interests were not sufficiently considered in a land sale which was recently arranged privately by the Government. I say privately, because the sale of all land by Government is supposed to be effected by public auction. In the case referred to no sale by public auction took place, nor was any opportunity given to the public, who have to pay the cost of administering the Government, of purchasing at market rates or seeing that the sale was properly carried out in the manner in which they understand sales of all Crown land suitable for building lots are effected. I am aware that it is alleged that, being a re-sale, it was unnecessary to appeal to public competition to arrive at the market value. Besides this, it is believed that the sanction of the Home authorities was obtained by the local Government, before the transaction was carried through. If so, it would be interesting to know what information was laid before the Secretary of State in regard to the land in question—whether it was ever suggested to the authorities of the Colonial Office that the land would have brought a much larger sum if it had been put up at public auction; and what could have induced them to sanction a course of first, buying the land, then keeping a portion, and selling the surplus privately, contrary to the well-known principles which in England are compulsory in sales of surplus land whether by Railway Companies, or by such authorities as the Metropolitan Board of Works, and other governing powers. It is reported and generally believed that the land so disposed of would have fetched a price sufficient to have built the Central Market, and thus largely relieved the Ratepayers. A strong belief exists that the remaining portion of the old P. & O. lot was not sold to the best advantage, and therefore I and many other taxpayers are of opinion that the fullest publicity should be given to the details of this transaction. With you, Sir, I have a very strong opinion on the absolute necessity that exists, especially in a small Colony like ours, for the fullest publicity in all matters relating to public funds. The unofficial members of the Legislative Council have always hitherto been very jealous of the observance of this duty; and I think that it is only fair to all concerned that the correct version of this matter should be elicited. Confidence is ever strengthened by openness and straightforward action, while secrecy is often a breeder of suspicion. So long as this secrecy lasts, it is not unnatural that the Public should show little enthusiasm in favour of a scheme of such vast dimension as the proposed extension of the foreshore. Until this matter receives a frank and full explanation, the Goverment cannot expect the public to return them the confidence that is necessary between the governing powers and the governed.—Yours &c.

A TAXPAYER.

[We entirely agree with our correspondent in his plea for publicity. As regards the action of the Government, however, in deciding not to buy and subsequently sell by auction, probably the chief reason was the emptiness of the Treasury, and the difficulty in which the Government might have found themselves if (as was possible) the proceeds of the re-sale did not replace the money expended. There ought, it is true, to have been no difficulty if there had been any power in the Finance Committee to manage any matter of this kind, or any real effect in the advice of the Public Works Committee.—Ed. *C. M.*]

THE SCARLET FEVER EPIDEMIC IN LONDON.

The scarlet fever epidemic which has filled all the London Hospitals to overcrowding broke out in London two or three months ago. We observe by the London papers received by the last three mails that daily accounts are given in them of the spread of the disease. On the 26th August there were in the hospitals 745 patients suffering from scarlet fever and 68 from enteric fever. The *Lancet* of that week says:—

'The increase of scarlet fever still continues. No one part of the Metropolis is specially invaded, but the disease is scattered over the whole area, and is therefore in all probability due to personal contagion. London suffers from scarlet fever in epidemic proportions every few years, and it may be assumed that its prevalence is in great part dependent upon the accumulation of susceptible persons who have grown up since the previous epidemic.'

On the 23rd August, long before the epidemic had assumed alarming proportions, the *Standard* devoted a leading article to the subject, in the opening paragraph of which it says:—

'The statistics of the Metropolitan Asylums Board for the last fortnight indicate beyond question that at the present moment London is entering one of those periodical epidemics of scarlet fever which neither sanitary science nor any methods of precaution have as yet done much to abate. Happily—though the record of the cases admitted into the five fever hospitals under the Board demonstrate that the number now or recently under treatment is considerably above the average—there is no necessity for any great alarm. There is always a considerable increase of the malady as the Autumn approaches, though, as we have already stated, the roll of patients this year is largely in excess of what has hitherto been considered the maximum. During the first two weeks of the current month, the hospitals have been compelled to find accommodation for nearly double the number of inmates housed during the corresponding fortnight of last year, though August began with a large excess of cases over the average of the month for ordinary seasons. Warnings of what is happening have been noticeable through the Summer. Scarlet fever, as is well known, is a disease that ebbs and flows with singular regard to the seasons of the year. In Winter it is at its lowest. But with Spring it begins to spread, until in Autumn it attains its greatest prevalence, after which it usually ebbs, and in January or February the minimum number of cases is reached. During the past pathological year the epidemic has not fallen to its usual ratio, and its recrudescence has been both earlier and more rapid than the experience of the past gave us any reason to expect. The statistics of last February contained a minimum of sixty-two cases. This year the minimum was not reached until March, when one hundred and forty-five cases were on the hospital books. But while only two hundred and fifty-three patients were under treatment in the second quarter of 1886, the corresponding period of the current year shows admissions to the number of six hundred and six. In January the cases were not very far short of three times those of the corresponding January of 1886, the number being three hundred and forty-nine, or largely in excess of the Metropolitan maximum, and the tide has been rising ever since, so that unless it begins to fall by October—which there is nothing in the past history of the disease to lead us to expect—London must be prepared for a serious outbreak of a malady which is not free from danger, and which, from its subtly infectious character, is more troublesome than many diseases the mortality from which is comparatively greater.'

From that time the disease spread rapidly until on the 5th September, the last mail advice we have from Home, the numbers in the hospitals amounted to upwards of 1,000, while a large number were being treated privately. It would now appear that since then the epidemic has spread with still greater rapidity, and that the fear expressed by the *Standard* 'that unless it (the epidemic) begins to fall in October—which there is nothing in the past history of the disease to expect—London must be prepared for a serious outbreak of a malady &c.,' has been fully realised, the number of cases having, by the 24th September, reached the alarming figure of 1,500.

THE NEW ARMY RIFLE.

The following description, extracted from a home paper, of the rifle-barrel selected for British Army by the Committee appointed for the purpose, will be read with interest:—

The Special Committee on the new Army rifle have been conducting a long series of experiments, with a view to fixing a standard bore as well as settling the form of magazine to be adopted in the service small arm. As already stated, it has been decided to fix the diameter of the bore of the new rifle at a point near 3. The exact gauge is to be ·31, which means a bullet about the diameter of an ordinary pencil or penholder. This is a considerable lessening of size from the ·450 of the present Martini-Henry, and much below the ·400 of the rifle of the future that was to be—the Enfield-Martini. Over one hundred thousand stand of these Enfield-Martinis have been completed, with sword bayonets to fit. That number is actually in the armouries, and the rearming of the forces with these rifles was to have been undertaken at an early date. The adoption of the still newer and smaller bore of ·31 renders the unissued Enfield-Martinis obsolete, so that the Government will be forced to sell them as useless or unnecessary stores. In the experiments with the new chosen rifle of the British soldier, the ·31 bore, it was found that although the bullet is not much bigger in diameter than of a saloon pistol, it was remarkably efficient in range and destructiveness. At 2,000 yards range the shooting was exceedingly close. Compared with its diameter the bullet is very long. As it is fired with a large charge of compressed gunpowder, it has a high velocity and, consequently, very flat trajectory. Up to five hundred yards range the soldier need not raise the back sight, but firing low, can easily hit his enemy. In order to test the destructiveness of bullets of so small a calibre, shots were fired into the carcases of dead horses and other animals. It was found that bullets that had a small alloy of copper in them gave most successful results. So satisfactory were these repeated experiments with the ·31 rifle that it left the committee in no doubt, and its adoption was recommended.

Having settled on the bore of the rifle of the future the committee found less difficulty with the other portion of their labours, namely, selecting the type of magazine. With the use of a small bullet, and, as has also been decided, the adoption of the new compressed gunpowder in solid drawn cases, not only is the weight of the ammunition reduced, but a greater number of cartridges can be placed in the magazine of the rifle. For some time the committee have apparently been disposed to take up the improved Lee rifle. The chief objection to this weapon by military men was that the magazine, when of a convenient practical size, could only hold five cartridges. That number, it was argued, was too few, and unless they could be made to carry eight or ten cases, it was not worth while having the magazine, as a soldier could fire five shots almost as quickly by single loading, picking the cartridges from his bandolier. The new bullet and case will permit of an increase in the number of charges that can be placed in the Lee magazine. The committee are, however, still conducting their inquiry into the question of the best form of magazine for military purposes, and have by no means finally settled to adopt the Lee. It is tolerably certain that the future rifle of our troops will now be a magazine gun, containing not less than eight reserve shots, which, in the supreme moment in assault or repulse, can be almost instantly delivered in a death-dealing shower.

THE REVOLUTION IN SAMOA.

Whatever may be the ultimate judgment on the action of the German representatives at Samoa in the light of fuller information, it seems an extraordinary thing that the reassurances as to combined action, so recently exchanged by the three great Powers interested, should have been so completely overridden by one of the parties to the compact. By latest advices the Australian Governments were given to understand that commissioners representing Great Britain, Germany, and the United States having conferred together at Samoa, and reported to their respective Governments, a conference would follow at Washington to arrange for some one of the three Powers assuming control over Samoan affairs in the interests of the three; and that, pending such a settlement, there should be no independent action in the matter by any one of the Powers. That the action of the German commodore is a violation of this compact seems clear from the fact that, whilst the revolution was precipitated as a complete surprise to the British and American consuls at Samoa, it was evidently the outcome of full instructions from the German Government. Looked at apart from any treaty considerations, this revolution is only another proof that the days of native rule in the Pacific are numbered and that the end is near. The general policy of the British Government on this question is both liberal and benevolent. Britain would have the natives protected in 'the development of self-governing power' before friendly and admiring eyes of all civilised Governments. The idea is humane and beautiful. The difficulty is that it lies immeasurably above the highest flights of honour and forbearance amongst the powers that be; and even if the great Powers could be bound by honour to forbearance, the natives would still be the prey of private adventurers. Tahiti, New Guinea, Samoa, and the New Hebrides serve to illustrate both dangers, whilst Tonga affords a notable instance of the way in which a private adventurer may prove as unscrupulous as any national 'protection.'—*Sydney Mail.*

LATE TELEGRAMS.

The following telegrams taken from the *Rangoon Gazette* give a somewhat fuller version of the news telegraphed here:—

A DEMONSTRATIVE COUNSEL.

London, 24th September.—Mr Harrington, who has been engaged for the defence of Mr O'Brien, accused Government of having purposely suppressed the true version of Mr O'Brien's speech, and on the Crown Counsel denying the statement Mr Harrington called him a liar. He was at once severely rebuked by the presiding magistrate for making use of such an expression, and warned that any repetition of such conduct would lead to his being ejected from the Court. Mr Harrington thereupon abandoned the case and quitted the Court, which then adjourned. Mitchelstown is crowded, but there has been no disorderly outbreaks among the people. A large force of military is quartered in the town.

O'BRIEN'S SENTENCE.

London, 25th September.—Mr O'Brien has been sentenced to two concurrent terms of imprisonment, three months each, but has been released on bail, pending the result of his appeal against the first sentence.

O'BRIEN STEALS A MARCH ON THE POLICE.

London, 25th September.—Mr O'Brien, evading the police vigilance by elaborate ruses, succeeded yesterday in making a defiant speech at a forbidden meeting of the National League which took place outside Mitchelstown.

THE IRISH ROW AT FERMOY.

London, 26th Sept.—On Saturday last while a crowd was listening to the address of Dr Tanner at Fermoy, the police suddenly appeared on the scene and charged the crowd and during the encounter fifteen men were severely beaten by the police using their baltons. The real origin of the conflict is still uncertain.

SCARLET FEVER IN LONDON.

London, 25th Sept. Scarlet fever has broken out in the Metropolis and already fifteen hundred cases are under treatment in the London hospitals, which are crammed with patients. The epidemic is increasing daily.

THE CROWN PRINCE OF GERMANY'S HEALTH.

Berlin, 24th September.—An official report has been issued on the state of the Crown Prince's health. Dr Mackenzie has made another examination of the Prince's throat and found it in a gratifying state of improvement. The Prince has now gone to Italy for the winter.

THE LATEST FRANCO-GERMAN FRONTIER INCIDENT.

Berlin, 25th September.—Some German foresters, while engaged in their duties close to the French frontier, observed two men entering the forest and, believing them to be poachers, opened fire on them, killing one on the spot and severely wounding the other. It subsequently turned out that the former who had accompanied his master was a gamekeeper and the latter a French Lieutenant out shooting. The French officer's thigh has been completely shattered by the bullet.

Paris, 26th September.—The French Government has taken diplomatic action in the matter of the outrage committed by the German foresters on the frontier.

THE NIZAM'S PATRIOTIC OFFER.

London, Sept. 27.—The *Times* states that Lord Dufferin has received a letter from the Nizam, couched in the most cordial terms, and in which His Highness states that he has observed that the revenue of India remains stationary, while at the same time there is a steady increase in the expenditure, owing solely to the steps taken for the improvement of the Frontier Defences, consequent upon the advance of Russia in Central Asia. His Highness therefore, as the oldest ally of the British in India, offers the Viceroy a sum of twenty lakhs of rupees a year, for two years, to be applied towards the defence of the Frontier. His Highness also assures His Excellency the Viceroy that he can count upon aid from his swd whenever the hour of battle may arrive.

Baden, Sept. 26.—The Emperor William of Germany has arrived here.

Quotations

Hongkong, *October* 11.

OPIUM—New Patna, cash		490
" Old " cash		495
" New Benares, cash		480
" Old " cash		475
" New Malwa, cash		520
" Allowance, Taels		32/48
" Old Malwa, cash		540/60
" Allowance, Taels		32/80
" Persian, Oily, cash		550
" Allowance, Taels		None
" Persian, Paper tied		640/80
" Allowance, Taels		None

Exchange.

Hongkong, October 11.

On London—	
Bank, Wire,	3/2
" On demand,	3/2¼
" 30 days' sight,	3/2¼
" 4 months' sight,	3/2½
Credits, 4 "	3/2½
Documentary, 4 months' sight,	3/2⅝
On Paris—	
On demand,	4.03
Credits, 4 months' sight,	4.11
On New York—	
On demand,	77¼
Credits, 60 days' sight,	78⅛
On Bombay—	
Wire,	225
On demand,	225¼
On Calcutta—	
Wire,	225
On demand,	225¼
On Shanghai—	
On demand,	72¼
30 days' sight,	73⅛
Gold Leaf, 100 fine	32.10
Sovereigns,	36.22

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.		30.06
Do.	1 P.M.		30.00
Do.	4 P.M.		29.97
Thermometer—	9 A.M.		79
Do.	1 P.M.		82
Do.	4 P.M.		81
Do.	(Wet bulb) 9 A.M.		71
Do.	Do. 1 P.M.		73
Do.	Do. 4 P.M.		73
Do.	Maximum		82
Do.	Minimum		76

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.95
Temperature	81
Humidity	57
Direction of Wind	SSW
Force	1
Weather	b

Hongkong Observatory, Oct. 11, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 10.—AT 4 P.M.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock	—	—	—	—	—	—	—
Nagasaki	29.95	—	—	SW	3	—	—
Shanghai	29.94	77	53	S	2	b	—
Amoy	29.95	81	67	S	3	b	—
Hongkong	29.94	78	58	ESE	3	b	—
Haiphong	29.98	85	81	—	—	—	—
Bolinao	29.91	79	—	NW	1	c	—

OCTOBER 11.—AT 10 A.M.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock	—	—	—	—	—	—	—
Nagasaki	30.05	—	—	NE	1	—	—
Shanghai	29.98	72	81	—	0	c	—
Amoy	30.04	73	81	SW	1	—	—
Hongkong	30.04	79	61	WNW	1	b	—
Haiphong	30.12	80	88	NW	1	—	—
Bolinao	29.97	80	—	ENE	—	c	—

These is not much change in the barometer and gradients are very slight for N.W. winds. The temperature and the humidity are moderate and the weather is fine.

W. Doberck,
Government Astronomer.
Hongkong Observatory, October 11.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. Rain, in inches, tenths and hundredths.

SUN AND TIDE TABLE FOR HONGKONG.

(*From The Hongkong Almanack.*)

OCTOBER.

Day of Month.	High Water. Morn. H. M.	High Water. Aft. H. M.	Sun. Rises. H. M.	Sun. Sets. H. M.
9	—	3.31	5.55	5.40
10	0.50	5.15	5.56	5.39
11	2.13	6.2	5.56	5.38
12	4.5	6.22	5.56	5.37
13	5.29	7.2	5.57	5.36
14	6.38	7.34	5.57	5.35

☞ High water at Whampoa: 2 hrs. 30 m

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 18th October, at Noon, the Company's Steamship *SAGHALIEN*, Commandant Homery, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 30, 1887. 1912

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, Marshall, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on THURSDAY, the 20th October, at 3 p.m.

To be followed by S.S. *BATAVIA*, on the 13th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company.

Through Passage Tickets granted to England, France, and Germany by all transAtlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver Mex	$160.00
To Victoria and San Francisco	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 19th October.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 8, 1887. 1970

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

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The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 31st day of October, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain Jesse, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
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Hongkong, October 1, 1887. 1927

SUMMER TIME TABLE.

THE KOWLOON FERRY.

Steam-Launch
MORNING STAR

Runs Daily as a Ferry Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS.		SUNDAYS.	
Leaves K'loon.	*Leaves H.K.*	*Leaves K'loon.*	*Leaves H.K.*
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	10.15* ,,	10.30 ,,	10.45 ,,
10.30* ,,	12.30 P.M.	11.00 ,,	NOON.
12.45 P.M.	1.00 ,,	12.30 P.M.	1.15 P.M.
1.30 ,,	2.00 ,,	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.30 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
5.55 ,,	6.15 ,,	5.55 ,,	6.15 ,,
6.45 ,,	7.00 ,,	6.45 ,,	7.00 ,,
7.15 ,,		7.15 ,,	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Mails.

Occidental & Oriental Steam-Ship Company.

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THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 20th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 3, 1887. 1983

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FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

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Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

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GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

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Marine House.

Hongkong, August 1, 1887. 1443

Insurances.

THE LONDON ASSURANCE.

Incorporated by Royal Charter of *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

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QUEEN FIRE INSURANCE COMPANY.

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Hongkong, July 15, 1887. 1340

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GILMAN & Co.

Hongkong, January 1, 1882. 14

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be mademore generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

Opinions of the Press.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record, contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Abyssinia	5 c	Marshall	Brit. str.	2346	Oct. 6	Adamson, Bell & Co.		
Activ	...	Revsbeck	Dan. str.	355	Sept. 28	Arnhold, Karberg & Co.		K'loon Dock
Alwine	3 h	Samuelsen	Ger. str.	400	Oct. 11	Wieler & Co.	Beihow	
Batjan	5 c	Koch	Dut. ycht.	87	June 15	Arnhold, Karberg & Co.		For sale
Belgic	2 k	Walker	Brit. str.	2695	Oct. 6	O. & O. S. S. Co.	San Francisco	
Bormida	5 c	Dugnino	Italian str.	1499	Oct. 8	Carlowitz & Co.		
Chelydra	5 c	Peace	Brit. str.	1574	Oct. 9	Adamson, Bell & Co.		
Danube	3 c	Fowler	Brit. str.	561	Sept. 27	A. R. Marty	Haiphong	To-day
Deccan	5 c	P. Case	Brit. str.	3429	Oct. 10	P. & O. S. N. Co.		
Freyr	3 c	Lund	Dan. str.	419	Oct. 6	Arnhold, Karberg & Co.	Haiphong	To-morrow
Greyhound	...	Wright	Brit. str.	227	Sept. 28	Adamson, Bell & Co.		K'loon Dock
Hampshire	5 c	Kerruish	Brit. str.	1699	Sept. 28	Russell & Co.	Kobe & Yokohama	To-day
Ilissus	6 k	Roura	Fren. str.	779	Sept. 19	Bun Hin Chan		
Killarney	4 h	O'Neill	Brit. str.	1060	Oct. 7	Yuen Fat Hong	Shanghai	To-day
Lombardy	5 c	Brookes	Brit. str.	1726	Sept. 15	P. & O. S. N. Co.	Bombay, &c.	To-morrow
Lorne	...	Hunter	Brit. str.	1035	Sept. 26	Bun Hin Chan		K'loon Dock
Moskwa	5 c	Radloff	Russ. str.	2244	Oct. 11	Volunteer Fleet Adm.	Nagasaki	To-morrow
Namoa	5 h	Goddard	Brit. str.	826	Oct. 8	Douglas Steamship Co.		
Niobe	5 c	Pfaff	Ger. str.	1674	Oct. 10	Siemssen & Co.		
Pemptos	5 c	Schannsen	Brit. str.	1541	Oct. 8	Russell & Co.		
Phra Chula Chom Klao	3 c	Benson	Brit. str.	1011	Oct. 8	Yuen Fat Hong	Swatow & Bangkok	
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Sea Gull	3 h	C. Lesbirel	Amer. str.	48	.....	China Traders Insurance Co.		For sale
Shorard Osborn	5 c	Fawcus	Brit. str.	837	Oct. 8	E. E. A. & C. Telegraph Co.		
Sikh	5 c	Scotland	Brit. str.	1510	Oct. 9	Gibb, Livingston & Co.	London	
Sussex	5 c	O'Callaghan	Brit. str.	1620	Oct. 8	Adamson, Bell & Co.		
Tatchiow	2 h	Newton	Brit. str.	862	Sept. 23	Yuen Fat Hong		
Taisang	5 c	Davies	Brit. str.	1505	Sept. 29	Jardine, Matheson & Co.	S'apore & Calcutta	To-morrow
Tantallon	5 c	Partrige	Brit. str.	1310	Oct. 10	Adamson, Bell & Co.		
Teheran	5 c	Seymour	Brit. str.	2600	Oct. 5	P. & O. S. N. Co.	Yokohama	To-morrow
Vespasian	...	Stevens	Brit. str.	797	Oct. 3	Arnhold, Karberg & Co.		Quarry Bay
Visayas	3 c	Ajubita	Span. str.	406	Oct. 10	Chinese		
Vortigern	3 c	Brown	Brit. str.	873	Oct. 9	Arnhold, Karberg & Co.		
Wellingdorf	...	Zulke	Ger. str.	728	Oct. 4	Wieler & Co.		K'loon Dock
Sailing Vessels								
Allie Rowe	6 k	Phillips	Haw. bg.	.....	June 9	Wieler & Co.		
Anton Gunther	...		hulk.	441	Feb. 11	Chinese Customs		K'loon Bay
Aron	3 c	Christensen	Norw. bqe.	634	Oct. 1	Order		
Clan Mackenzie	5 k	Harris	Brit. sh.	1697	Aug. 31	Arnhold, Karberg & Co.	London, &c.	
Comet	5 c	Krippner	Ger. sh.	1083	Aug. 5	Carlowitz & Co.	Hamburg	
Doretta	3 c	Jorgenson	Siam. bg.	399	Sept. 14	Chinese		
Eidsvold	3 c	Sannas	Norw. sch.	262	Sept. 26	Eduard Schellhass & Co.		
Elmina	3 c	Jarki	North. bg.	289	Sept. 9	Eduard Schellhass & Co.		
Erikonig	...		hulk.	450	July 9	Chinese Customs		K'loon Bay
Governor Goodwin	3 c	Lester	Amer. sh.	1414	Sept. 17	Siemssen & Co.	New York	
Governor Robie	3 c	Blanchard	Amer. sh.	1627	Sept. 6	Russell & Co.	New York	
Goliah	3 c	Simpson	Siam. bqe.	542	Sept. 14	Chinese		
Granite State	2 h	Ross	Amer. sh.	1624	Sept. 15	Pustau & Co.	New York	
H. Prinzenburg	3 c	Ahrens	Ger. bqe.	553	Sept. 22	Gonsalves & Co.	Honolulu	
Hattie E. Tapley	5 k	McConnachy	Brit. bqe.	907	Sept. 9	Chinese		
Hei Cheong	2 h	Martin	Brit. bqe.	325	Aug. 24	Chinese		
Iris	5 c	Shaw	Brit. sch.	206	Sept. 20	Siemssen & Co.		
Isaac Reed	3 c	Waldo	Amer. sh.	1487	Sept. 27	Siemssen & Co.	New York	
Kitty	6 k	Laird	Brit. bqe.	803	Aug. 20	Order		
Lady Harewood	3 c	Williams	Brit. bqe.	682	Sept. 27	Order		
McNear	5 k	Larrabee	Amer. sh.	1245	Aug. 22	Carlowitz & Co.	New York	
Melusine	3 c	Mehlburger	Ger. bqe.	937	Sept. 12	Melchers & Co.		
Nardoo	3 c	Campbell	Brit. bqe.	379	Oct. 2	Order		
Osaka	5 c	Rowe	Brit. bqe.	865	Sept. 10	Pustau & Co.	London, &c.	
Romsdal	3 c	Whyte	Br. 4m. sh.	1827	Sept. 5	Pustau & Co.	Hamburg	
Siam	4 c	Lange	Siam. sch.	294	Oct. 2	Chinese		
South American	9 c	Tucker	Amer. sh.	1700	Sept. 19	Russell & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	Shanghai
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Yokohama
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	On a cruise
Constance	corvette	2380	14	2590	Capt. L. C. Keppel	Yokohama
Cordelia	corvette	2420	—	—	Captain Henry H. Boys	Nagasaki
Daring	sloop	940	4	920	Captain A. H. Boldero	Singapore
Esk	gunboat	360	3	340		In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Canton
Firebrand	gunboat	455	4	460	Lieut.-Com. Denison	On a cruise
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Yokohama
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	On a cruise
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Shanghai
Midge	hospital-ship	603	—	—		Hongkong
Mutine	sloop	1200	—	—	Captain J. H. Martin	Hongkong
Orion	2 screw iron armor plated	4870	4	4040	Captain T. H. Royse	Penang
Rambler	sloop	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat	670	6	1200	Lieut.-Com. W. Maitl. Dougall	Singapore
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Kobe
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Kobe
Tweed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Captain Orford Churchill	Shanghai
Wivern	turret-ship	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1903	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Yokohama
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S. frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Serydloff	Kobe
Essex	U. S. corvette	1375	6	900	Commander Jewell	Yokohama
Iltis	German gunboat	489	—	—	Captain Eickstedt	Amoy
Jaguar	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain Nény	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltzoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nayezdnik	Russian cruiser	1330	9	250	Captain Zarine	Vladivostock
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	On a cruise
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain Buge	Yokohama
Rapido	Italian cruiser	1458	5	—	Captain F. Cravosia	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Kobe
Sivotch	Russian cruiser	900	1	1000	Commander Suotirieff	Corea
Sobel	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Yokohama
Vipere	French gunboat	480	4	425	Capt. de Mayoller	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Kobe
Vostock	Russian gunboat	—	4	—	Commander Mutchonsky	Vladivostock
Wolf	German gunboat	354	6	340	Captain Jowelike	Shanghai

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Eidsvold	Norw. sch.	
Kutsang	Brit. str.	Shanghai
Kwongsang	Brit. str.	
Ningpo	Brit. str.	
Lady Harwood	Brit. bqe.	

AMOY.

In port on September 27, 1887.

MERCHANT STEAMERS.

Fokien	British
Formosa	British
Ingraban	German
Thales	British
Yorkshire	British

MERCHANT SAILING VESSELS.

Bylgia	Ger. bqe.
Daniel	Ger. bqe.
Elisabeth	Ger. bqe.
Mercur	Br. 3m. sch.
Omega	Brit. bqe.
Tetuan	Ger. bqe.

FOOCHOW.

In port on September 24, 1887.

MERCHANT STEAMERS.

Fuyew	Chinese

MERCHANT SAILING VESSELS.

Emilie	Norw. sch.
Hedvig	Brit. bqe.
Perle	Brit. bqe.

SHANGHAI.

In port on September 26, 1887.

MERCHANT STEAMERS.

Ajax	British
Bokhara	British
Chi Yuen	Chinese
Fungshun	Chinese
Ghazee	British
Ingeborg	British
Kiang-piau	Chinese
Kung-wo	British
Lee Yuen	Chinese
Neckar	German
Port Adelaide	British

MERCHANT SAILING VESSELS.

Asia	Brit. sh.
Aurora	Brit. bqe.
Batavia	Brit. bqe.
Benj. Sewall	Am. sh.
Chihaya Maru	Japan. bq.
Dione	Norw. bqe.
Honolulu	Brit. sh.
Martha	Brit. bqe.

TIENTSIN.

In Port on September 17, 1887.

Anglo India	Brit. bqe.
Augusta	Ger. bqe.
Charley	Brit. bqe.
George	Dan. bqe.
Norway	Nor. bqe.
P. Wilhelmina	Dut. sch.
Siam	Siam. bqe.

NAGASAKI.

In port on September 21, 1887.

Kozaki Maru	Japan. bqe.
W. G. Davis	Amer. sh.

HIOGO.

In port on September 21, 1887.

Alex. Gibson	Amer. sh.
Dymonene	Brit. sh.
Importer	Amer. bqe.

YOKOHAMA.

In port on September 23, 1887.

Fearless	Ger. cut.
Mohawk	Brit. bqe.
Orient	Ger. bqe.
Roslin Castle	Brit. bqe.
Winnipeg	Brit. sh.

MANILA.

In port on September 28, 1887.

Anamba	Brit. bqe.	Liverpool
Austriana	Brit. sh.	
Austton	Norw. bqe.	
Benj. T. Hunt	Amer. bqe.	
Britannia	Norw. bqe.	
Carl Bohn	Ger. bqe.	
Daggry	Norw. bqe.	Boston
Drumeltan	Brit. sh.	
Eilario	Brit. sh.	
Emblem	Brit. bqe.	
Eugenie	Brit. bqe.	
Formosa	Brit. sh.	
Hercules	Amer. sh.	U. Kingdon
Hiram Emery	Amer. bqe.	
Hirat	Brit. sh.	
H. I. Libby	Brit. bqe.	
Iry	Brit. bqe.	
Jubez Howe	Amer. sh.	
Lennie Burril	Brit. sh.	Boston
Leopold	Ger. sh.	London
Mary L. Stone	Amer. sh.	
Nagpore	Brit. sh.	
Nomad	Amer. bqe.	
Ringleader	Amer. sh.	United States
Santa Clara	Amer. sh.	

BANGKOK.

In port on September 21, 1887.

Bua Pan	Siam. bqe.
Hermann	Ger. bqe.
Kim Chye Seng	Siam. bqe.
Linda	Ital. bqe.
Q. Sorette	Ital. sh.
Standard	Ger. sh.

Printed and published by Geo. Murray Bain, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.